

CONTENTS OF THIS SUPPLEMENT

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1868.....	1
Additions and corrections to lists of U.K. launchings, 1869-1875.....	7
FAULKLAND ISLANDS REPORT (Cont.).....	8

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1868

(Ships, Barks or Barkentines)

Compiled by the Editor

		Palmer's Shipbuilding & Iron Co., Newcastle	
BEAU IDEAL		I Ship 1419	G. Fletcher, Liverpool.
KNIGHT BACHELOR		I Ship 1405	Carlyle Brothers, London.
PORTIA		I Ship 1424	Moore & Co., London.
	1901 ODDERO		broken up circa 1911
		Schlesinger, Newcastle	
RIVER LUNE		I Ship 1126	Hargrove & Co., Liverpool.
		wrecked on Scilly Isles July 1879, L'Orient to Ardrossan	
		Redhead, Softley & Co., South Shields	
KARIKAL		I Bark 615	Mathieu & Co., Nantes.
	MIRO		hulked at Genoa 1906
PERI		I Ship 777	W. Wright, South Shields. broken up 1910
		W. Doxford, Sunderland	
CATALINA		I Bark 500	Ylurriaga & Co., Bilbao.
CHILDERS		I Bark 927	Hughes & Co., Liverpool.
	1896 GREGORIO	Bertolotto Giuseppe,	Genoa. broken up at Genoa 1909
DOXFORD		I Bark 682	H. Hughes, Liverpool.
	1903 HENRIETTE	HAASMAN	
	1907 IDA		
	PANUCO	(Cuban molasses tanker schooner barge)	
GANYMEDE		I Bark 569	Jackson & Co., Liverpool.
		hulk at Wellington, N.Z. broken up at Nelson, N.Z. 1934	
GLORIA		I Bark 729	Olano & Co., Liverpool.
		abandoned in S. Atlantic 8 April 1895, Swansea to Valparaiso	
TIMES		I Bark 682	G. Gardiner, Liverpool.
		Iliff, Mounsey, Sunderland	
ALCESTIS		I Bark 399	Penney & Co., Shoreham.
		hulked 1908. used at Adelaide, Aust. remains reportedly now lie	
		near Cairns, Aust.	
BEN MORE		I Ship 536	R. Turcan, Kincardine.
CHARLOTTE		I Bark 353	J. Russell, Cork.
	1907 TOMASO	DRAGO G. Drago, Genoa.	
	1912 JANES	Sweden	
	1925 DIEGO	Mauritius wrecked on Eagle Island, Almirantes 20 June 1935	

LOG CHIPS Supplements are published under the sponsorship of the National Maritime Historical Society. Additional copies may be purchased at \$2.00 each by writing to the Society; 2 Fulton Street, Brooklyn, New York 11201

Iliff, Mounsey, Sunderland (Cont.)

GOLDEN RUSSET I Bark 399 Brown & Co., Sunderland.
 KINGDOM OF BELGIUM I Bark 514 Gosman & Co., London.
 LOUISE I Bark 426 Viale, Marseille.

Laing, Sunderland

LARKSPUR I Bark 417 R. Gayner, Sunderland.

T. R. Oswald, Sunderland

CASHMERE I Ship 1245 de Wolf & Co., Liverpool.
 LOFTUS wrecked off Landana, Florida Feb. 4, 1898, Pensacola
 to Buenos Aires

CASSANDRA I Bark 711 Jones & Co., Liverpool.

1907 VAAR

FRANK WILSON I Bark 326 Wilson & Co., Liverpool.

HOOGHLY I Ship 1300 G. Stanton, London.

CAMBRIAN QUEEN

JAMES WILSON I Bark 326 Wilson & Co., Liverpool. went missing
 POLYXENA I Bark 711 Jones & Co., Liverpool. 24 Feb. 1883
 TROWBRIDGE I Ship 1329 G. Stanton, London. Melbourne to
 1897 GAETANO CASABONA F. Casabona, Genoa. Algoa Bay

Pile, Sunderland

ARCOT I Ship 1191 G. D. Tyser, London.
 CALLISTO I Bark 545 Jonathan Hay, Sunderland.
 CERASTES I Bark 573 John Hay, Sunderland.
 CHACMA I Bark 569 John Hay, Sunderland.
 DACRE I Bark 425 T. Nicholson, Sunderland.
 DECAPOLIS I Bark 650 T. B. Walker, London.
 1901 NOSTRA MADRE G. B. Drago, Genoa. sunk by U-boat 17 June 1917
 SYRIA I Ship 1010 J. Nourse, London. wrecked Fiji Is. 1885

Thompson, Sunderland

IREN-HOPE I Ship 1113 Middle Dock Co., Newcastle.
 1876 HIGHMOOR Lancaster Shipowners Co., Lancaster.
 wrecked around 20 Jan. 1895 on Glorioza Island,
 Cardiff to Mozambique

Denton, Hartlepool

BRITISH EMPIRE I Bark 496 R. Brewis, Hartlepool.
 burned at St. Thomas, V.I. 1883
 LUTTERWORTH I Ship 883 Milburn & Co., London.
 hulked at Wellington after dismasting 1906. scuttled
 off Wellington 26 June 1950

Pearse, Stockton

URIBES I Bark 250 de Uribe, Stockton. hulked at Port Adelaide

Richardson, Stockton

FOXGLOVE I Bark 435 R. Gayner, Sunderland.
 FRANCIS THORPE I Ship 1297 Thorpe & Co., Liverpool.
 wrecked at Salina Cruz Aug. 1890, arriving from Monte-
 video

Green, London

CARLISLE CASTLE I Ship 1458 Green & Co., London.
 wrecked on Coventry Reef 11 July 1899, Glasgow to Fre-
 mantle

BENGAL G. R. Clover & Co., Birkenhead
 I Ship 1296 Clint & Co., Liverpool.
 wrecked on Shorts Island 23 March 1892, Liverpool to
 Sandshead
 CHINSURA I Bark 1275 T. & J. Brocklebank, Liverpool.
 1893 LUCCO P. Maggiolo, Genoa.
 1898 NEST P. Landberg & Zoon, Batavia.
 1920 LWOW (aux., training ship) Polish Government.
 serving as barracks hulk at Gdynia in 1937
 EDITH WARREN I Ship 1286 Warren & Co., Liverpool.
 1880 CHILDWALL C. W. Kellock & Co., Liverpool.
 sunk in collision off Flushing 2 Jan. 1892, Iquique
 to Antwerp
 NORTH I Ship 1344 Coubrough & Co., Liverpool.
 1895 CASABONA Giovanni Casabona, Genoa. broken up at Genoa 1906
 Bowdler, Liverpool
 ALCATRAZ I Ship 843 Myers & Son, Liverpool.
 BLANCHE & LOUISE I Bark 581 Laquelllec & Co., Bordeaux.
 RATHLIN ISLAND hulked 1909. employed at Melbourne. broken up 1957
 DALTON I Bark 572 J. Steel, Liverpool.
 1887 ELLA NICOLAI
 INGA went missing Feb. 1912
 NEREUS I Ship 1068 Myers & Son, Liverpool.
 lost off Southport 1884
 SCYTHIA I Ship 886 W. Nicol, Liverpool.
 ZADOK I Bark 603 Glynn & Son, Liverpool.
 went missing 1 June 1898, Ensenada to Falmouth
 R. & J. Evans & Co., Liverpool
 ALICE DAVIES I Bark 590 Davies & Co., Liverpool.
 ARCHIBALD FULLER I Bark 700 H. Coghill, Liverpool.
 went missing 1882, San Francisco to U.K.
 CLEVEDON I Bark 698 Friend & Co., Liverpool.
 TENBY CASTLE I Bark 588 Richards & Co., Liverpool.
 THEOPHANE I Ship 1587 Heap & Sons, Liverpool.
 went missing 11 Dec. 1891, Newcastle, NSW to Mollendo
 Liverpool Shipbuilding Co., Liverpool
 RTVER JUMNA I Bark 500 Hargrove & Co., Liverpool.
 Potter, Liverpool
 BORROWDALE I Ship 1197 J. Newton, Liverpool.
 sunk by U-boat 3 May 1917
 T. Royden & Son, Liverpool
 ACULEO I Ship 756 Duncan & Co., Liverpool.
 BRITISH SCEPTRE I Ship 1484 British Shipowners Co., Liverpool.
 1891 IQUIQUE went ashore near Brouwershaven, Neth. 30 Dec. 1891
 CASABLANCA I Bark 582 Nicholson & Co., Liverpool.
 hulked 1912. employed at Melbourne. scuttled off Port
 Philip Heads 16 Feb. 1950
 DEVA I Ship 769 J. Walmsley, Liverpool.
 GLENCORSE I Ship 1046 Alexander & Co., Liverpool.
 abandoned off Cape Horn 12 Dec. 1891, Liverpool to
 Valparaiso

T. Royden & Son, Liverpool (Cont.)

HADDON HALL I Ship 1416 R. Alexander, Liverpool.
 ISMYR I Bark 595 Royden & Co., Liverpool.
 L'ALLEGRO I Bark 595 Royden & Son, Liverpool.
 LADY LAWRENCE I Ship 1407 Fernworth & Co., Liverpool.
 went missing 11 July 1895, Newcastle, NSW to Valparaiso
 M. C. NELSON I Bark 612 Nelson & Co., Liverpool.
 1880 BENGAI RN A. Rae & Co., Liverpool.
 1896 FANNY V.
 MALLENY I Ship 1025 Alexander, Liverpool.
 wrecked on Tuskar Rock 15 Oct. 1886, Cardiff to Rio
 PENDRAGON I Ship 1278 McDiarmid, Liverpool.
 burned in Pacific 3 Nov. 1896, Toccilla to Channel
 SAINT MONAN I Ship 1469 Rankin & Co., Glasgow.
 VIOLA I Bark 611 Bowring & Co., Liverpool.
 1899 PEPP O Giuseppe D'Esposito, Castellammare. hulked Genoa 1920

 ANNIE FLETCHER Lune Shipbuilding Co., Lancaster
 I Bark 491 Fletcher & Parr, Liverpool.
 GLENGABER Williamson, Harrington
 I Bark 690 Johnston & Co., Liverpool.
 OHR sunk in collision off Lundy Is. 10 Sept. 1899, Cardiff
 to Bahia
 JANE SPROTT I Bark 688 J. Sprott, Liverpool.
 COPELAND hulk at Albany, West Australia. scuttled off there 1928

 MALABAR Robertson, Greenock
 I Ship 1200 J. Kerr, Greenock.
 abandoned on fire 20 Sept. 1870
 ZANZIBAR I Ship 1200 J. Kerr, Greenock.
 CAPE HORN went missing in late 1880's

 CRECIAN Scott, Greenock
 I Ship 1272 W. Orr, Greenock.
 wrecked at Montserrat, Trinidad 29 Nov. 1896, Guade-
 loupe to London

 ARABY MAID Steele, Greenock
 ASSAYE I Ship 837 Thompson & Co., Leith.
 I Ship 1281 J. & W. Stewart, Greenock.
 went missing 16 March 1890, London to Wellington
 CARTSBURN I Ship 1257 Shankland & Co., Greenock.
 burned 7 Aug. 1880
 HARTFIELD I Ship 815 Richards & Co., Glasgow.
 burned 9 Sept. 1895, Greenock to Cape Town
 LAKE SUPERIOR I Ship 1274 Canada Shipping Co.,
 SUPERIOR
 FJELLTURN hulked at Gibraltar 1921
 PARSEE I Ship 1281 J. & W. Stewart, Greenock.
 RALSTON I Ship 815 Richardson & Co., Glasgow.
 WALTER BAINE I Ship 898 Baine & Co., Greenock.

 COLOMBO Duncan, Port Glasgow
 I Ship 1199 J. Kerr, Greenock.
 1898 ALTAVELA

CORLIC
 JANE DAVIE
 MARGARET GALBRAITH
 ROZELLE
 SINDE
 JERFALCON
 ROOPARELL
 IVANHOE
 JEYPORE
 PROSPERO
 WILLIAM LINDSAY
 ST. KILDA
 COPSEFIELD
 1904 BERTHA
 BOSCHETTO
 MARANON
 GLENALLAN
 DUNFILLAN
 1874 MATAURA
 1895 ALIDA
 BEN LEDI
 BEN NEVIS
 1898 ASTORIA
 BUCKINGHAMSHIRE
 CARISBROOKE CASTLE
 1890 ERROL
 CITY OF EDINBURGH
 CITY OF LONDON
 LAKE ERIE
 LAKE ONTARIO

Duncan, Port Glasgow (Cont.)
 I Ship 844 Leitch & Co., Greenock.
 I Ship 799 Henderson & Co., Glasgow.
 I Ship 841 Henderson & Co., Glasgow.
 wrecked on Farrallon Reef 26 March 1905, River Plate
 to U.K.
 I Ship 1286 R. Cuthbert, Greenock.
 I Ship 1200 J. Kerr, Greenock.
 Hill, Port Glasgow
 I Bktn 287 Crawford & Co., Greenock.
 hulk at Melbourne by 1920's. still in use 1951
 I Ship 1044 P. Playfair, Glasgow.
 Reid, Port Glasgow
 I Ship 1383 Williamson & Co., Liverpool.
 wrecked at Honolulu 30 Dec. 1915
 I Ship 1496 MacKinnon & Co., Liverpool.
 I Bark 696 J. T. Cross, Liverpool.
 I Ship 959 W. Lindsay, Leith.
 J. Fullerton & Co., Paisley
 I Bktn 198 J. Kidston, Glasgow.
 Henderson, Coulborn, Renfrew
 I Bark 483 Scrutton Son & Co., London.
 Lazzaro Maggiolo, Genoa. hulked 1911
 Dobie, Govan
 I Bark 585 Donaldson, Brothers, Glasgow.
 burned at Antofagasta Dec. 1874
 London & Glasgow Shipbuilding Co., Govan
 I Ship 782 Ross & Co., Glasgow.
 Aitken & Mansell, Glasgow
 I Ship 853 W. Ross, Glasgow.
 New Zealand Shipping Co., Lyttleton.
 Bruusguard, Drammen. abandoned in Pacific 24 Aug. 1900
 Barclay, Curle & Co., Glasgow
 I Ship 1057 Watson Brothers, Glasgow.
 wrecked on Abrolhos Shoal 16, Dec. 1879
 I Ship 1055 Watson Brothers, Glasgow.
 abandoned in North Atlantic 24 Jan. 1912
 I Ship 1466 G. Marshall, London.
 I Ship 1415 Currie & Co., London.
 wrecked on Middleton Reef 18 June 1909, Chambote, Peru
 to Newcastle
 I Ship 1202 Smith & Sons, Glasgow. lost circa 1869-70
 I Ship 1199 Smith & Sons, Glasgow. wrecked 1870
 I Bark 988 Canada Shipping Co., Glasgow.
 broken up at Genoa April 1914
 I Ship 1061 Canada Shipping Co., Glasgow.
 went missing 26 April 1898, Liverpool to Wellington

Barclay, Curle & Co., Glasgow (Cont.)

MEDEA I Ship 1066 Carmichael, Greenock. broken up 1910
 MINERVA I Ship 1365 J. & A. Allan, Glasgow.
 NORNA I Ship 1050 Hendry, Greenock. hulked Bahia Bay 1899
 STRATHBLANE I Ship 1440 J. & A. Allan, Glasgow.
 wrecked 25 mi. N. of Astoria 3 Nov. 1891, Honolulu to
 Portland, Ore.

C. Connell & Co., Glasgow

CITY OF PERTH I Ship 1189 Smith & Sons, Glasgow.
 1883 TURAKINA New Zealand Shipping Co., Lyttleton
 1899 ELIDA
 1913 TURAKINA sunk by U-boat 2 May 1915
 JANET COURT I Ship 1000 Brown & Co., Glasgow.

Dobie, Glasgow

ACHIEVEMENT I Bark 504 Doward Dickson & Co., Liverpool.
 1894 PRINCE JAMES went missing 2 Dec. 1895, Newcastle, NSW to Valparaiso
 ADVANCEMENT I Bark 500 Doward Dickson & Co., Liverpool.
 PRINCE JOHN
 SELWYN CRAIG employed as hulk at Auckland, N.Z.

BIRMAH I Bark 846 J. M. Wood, Liverpool.
 CANDIDATE I Bark 765 J. Gambles, Liverpool.
 NORTH GLEN I Bark 499 L. Hodgson, Liverpool.
 PENANG I Bark 499 J. Jones, Liverpool.
 RIVER INDUS I Ship 1045 Hargrove & Co., Liverpool.
 hulk at Iquique. in use 1927
 RIVER KRISHNA I Ship 1086 Hargrove & Co., Liverpool. lost circa 1875
 YOSEMITE I Ship 768 Ismay & Co., Liverpool.

Randolph, Glasgow

GALATEA I Ship 1477 S. R. Graves, Liverpool.
 foundered SE of Cape Clear 16 Nov. 1880, Liverpool to
 Bombay

A. Stephen, Glasgow

ANNIE RICHMOND I Bark 694 P. G. Sharp, Liverpool.
 BELLE OF LAGOS I Bark 228 G. Eastee, Liverpool.
 CENTURION I Ship 1253 J. McKillar, Glasgow.
 1895 ANGELO Teresa Fontana in Cichero, Genoa.
 1895 ANGELO PARODI
 1899 PROVVIDENZA broken up 1909

CLYDEVALE I Bark 474 Wyllie & Co., Glasgow.
 COMADRE I Ship 772 Ismay & Co., Liverpool.
 went missing 15 April 1895, Chittagong to Trinidad

Thompson, Glasgow

CLANRANALD I Ship 1243 Kidston & Co., Glasgow.
 1875 LOCH RANNOCH Glasgow Shipping Co., Glasgow.
 1901 PAOLO T. Angelo Tagliavia, Palermo. broken up in Germany 1909

A. McMillan & Son, Dumbarton

GLENAVON I Ship 1080 Gow & Co., Glasgow.
 GLENORCHY I Ship 1286 Gow & Co., Glasgow.
 PETER STUART I Ship 1490 Stuart & Co., Liverpool.
 wrecked on Chebogue Pt. 3 July 1892, St. John to Liverpool

LUKE BRUCE Alexander Hall, Aberdeen
I Bark 320 Darbyshire, Liverpool.
later Danish barkentine. later coal hulk at Liverpool.
reportedly still there around 1951

GLENAVON Hood, Aberdeen
I Ship 830 A. Nicol, Aberdeen.

GLENLYON Brown & Simpson, Dundee
I Ship 693 Taylor & Co., Dundee.
1896 ANGELA E MARIA
MARION (U. S. schooner barge) burned at New York 1903. still in
register 1925

HAVILAH I Bark 495 W. Nicol, Dundee.
wrecked at Nystad 22 Oct. 1899, Tornea to Tyne

LA ESCOCESA Gourlay Brothers, Dundee
I Ship 996 Balfour & Co., Liverpool.
1899 COALINGA J. L. Howard, San Francisco.
1906 STAR OF CHILE Alaska Packers Assoc., San Francisco.
1926 ROCHE HARBOR LIME TRANSPORT (barge) Roche Harbor Lime & Cement Co.
1941 SCOTTISH LADY (4-masted schooner; no voyages) A. B. McCollum, Chicago.
reduced to schooner barge 1942. broken up during 1955
at Vancouver

LEBU I Ship 726 Balfour & Co., Liverpool.
wrecked nr. Port Elizabeth 17 May 1899, Christiania to
Algoa Bay

CRAIG ELLACHIE Scott, Inverkeithing
I Bark 609 Grant & Co., Inverkeithing.

BROUGHTON Harland & Wolff, Belfast
I Bark 580 Ismay & Co., Liverpool. lost in 1902
STAR OF GREECE I Ship 1289 Corry & Co., Belfast.
wrecked off Port Willunga, Australia 13 July 1888, Port
Adelaide to London

STAR OF PERSIA I Ship 1227 Corry & Co., Belfast.
1893 EDITH C. M. Matzen, Hamburg.
abandoned in Pacific March 1903, Puget Sound to Port
Pirie

ADDITIONS AND CORRECTIONS TO LISTS OF U.K. LAUNCHINGS, 1869-1875

(Information provided by John Burlinson, John P. F. H. Cook, Richard Cookson,
Dr. Jurgen Meyer, Andrew Nesdall, and the Editor)

ABBEY HOLME (sup. 4 page 2) sold to France for breaking up 1927

AILSA (sup. 3 page 10) broken up at Jeddah, Arabia 1907

ANDES (sup. 1 page 4) burned at E. Antigua, West Indies

AUCKLAND (sup. 1 page 8) lost off Possession Is., S.W. Africa 3 March 1909

AURIGA (sup. 4 page 3) scuttled in Bass Strait 5 Feb. 1930

AVALANCHE (sup. 1 page 10) collided with bark FOREST QUEEN off Portland, Eng. on
10th, London to New Zealand

BARON ABERDARE (sup. 1 page 5) renamed KATHERINE in 1885. stranded Jan. 1901

BELTANA (sup. 4 page 3) renamed 1897. wrecked 1899

BRIGHTON (sup. 3 page 2) lost at East London, S. Africa 25 July 1881

CANOPUS (sup. 3 page 4) home port should be Bremen
 CAPE CLEAR (sup. 4 page 7) went missing 1900
 CARDIGAN CASTLE (sup. 3 page 9) lost nr. Ostional, Costa Rica 1 June 1909
 CATHCART (sup. 5 page 2) driven ashore while loading at Martin River 16 Nov. 1911
 CHOCOLATE GIRL (sup. 4 page 6) wrecked on Lizard Pt., Eng.
 CITY OF AUCKLAND (sup. 4 page 2) wrecked on Otaki Beach, London to Napier
 CONCORDIA (sup. 4 page 3) bow lies beached nr. Dunelly, Tasmania (1981)
 CUMBRIA (sup. 1 page 3) abandoned after cargo shifted June 1889, Cardiff to B.A.
 DONA FELICIANA (sup. 4 page 2) laid down as MAYQUEEN for British owners. renamed
 DONA TELESFORA in 1874. wrecked off Borneo March 1881
 DUNCRAIG (sup. 3 page 11) hulked at Bermuda after dismasting
 DUNEDIN (sup. 1 page 8) went missing 20 March 1890, Camaru to London
 DURHAM (sup. 1 page 5) third renaming in 1919. broken up in Italy
 ELIZA RAMSDEN (sup. 1 page 9) sank off Pt. Nepean, Australia 24 July 1875
 GERTRUDE (sup. 1 page 6) went missing 27 Sept. 1878, out of Charleston, S.C.
 GLENTILT (sup. 1 page 1) wrecked at Valparaiso
 GRETA (sup. 1 page 7) broken up at Ardrossan 1923
 JOHN GAMBLES (sup. 1 page 7) stranded at Papeete 24 May 1901
 KENTISH LASS (sup. 2 page 7) went missing 14 June 1890, Hokianga to Sydney
 LOCH DEE (sup. 3 page 9) went missing 3 March 1883, Lyttleton to Falmouth
 LOCHEE (sup. 1 page 11) renamed ELENA in 1915. second renaming 1919
 LOCKSLEY HALL (sup. 5 page 1) renamed CARVOEIRA 1887 as hulk in Amazon. broken
 up 1922
 LOTHAIR (sup. 3 page 7) lost around 1910
 MAGGIE TRIMBLE (sup. 3 page 10) renamed WEIWER in 1898 by Flugge, Johannsen &
 Lubinus, Hamburg. renamed GABRIELLA in 1904.
 MAJU (sup. 1 page 11) Iron Ship, 953 T., owned by Killick, Martin & Ritchie, Lon-
 don. wrecked nr. Barvas, Hebrides 21 Oct. 1874, Dundee to Rangoon.
 MARIE ANGE (sup. 3 page 9) went missing 9 July 1884, Newcastle to Port Chalmers
 MEROPE (sup. 3 page 6) abandoned on fire off Western Is. June 1890, Lyttleton to
 London.
 MIAKO (sup. 4 page 4) converted to barge in Cuba 1912
 MONKSHAVEN (sup. 3 page 2) lost in S. Atlantic, Swansea to Valparaiso
 MORNING LIGHT (sup. 1 page 2) should be MORNING STAR. sunk in collision off Great
 Yarmouth 1906
 OCEAN MAIL (sup. 4 page 5) wrecked on Chatham Is. 21 March 1877, Wellington to
 London
 PARTHIA (sup. 1 page 7) abandoned on fire off Chilean coast 25 Sept. 1895
 RESPIGADERA (sup. 1 page 4) wrecked off Pt. Firmin Sept. 1888, Newcastle, NSW to
 San Pedro
 SNOWDONIA (sup. 1 page 6) foundered off Scottish coast 1881, Aruba to U.K.
 SWANSEA CASTLE (sup. 1 page 10) lost Feb. 1906
 THE CALIPH (sup. 5 page 7) went missing 15 Aug. 1871, outward bound for Shanghai
 TURKESTAN (sup. 1 page 5) lost on Welsh coast on 18th, New York to Liverpool
 ULLOCK (sup. 1 page 1) remains lying near Port Adelaide (little more than keel)
 are reportedly this vessel (1981)
 VICTORIA TOWER (sup. 5 page 1) wrecked near Bream Creek, Victoria 17 Oct. 1869

FAIKLAND ISLANDS REPORT (Cont.)

In most cases, our pilings fetched up solidly on the inside of the ship's bottom. A pretty substantial pull was needed to gain the final foot or so. We then sawed the pilings off a few inches above the surface of the lower deck. The welder delivered the steel cradles, which we fitted under the beams. The two steel angles bridging the gap between each pair of pilings were fitted over the

rods at the ends of the cradle, and as the nuts were screwed down on these rods, the cradles took over support of the beams. Additional 4 x 4's were purchased, cut to length, and wedged and nailed in place as pillars between the lower deck and the underside of the main deck beams. This completed the shoring work.

Other work done on the ship included nailing up loose sheathing planks on the transom, filling the extreme forward lower hold with broken-up drainpipe to block openings worn in the hull at the waterline, nailing down loose sheets of the corrugated roofing over the ship, and getting rid of a large quantity of the drainpipe which had been left stored in the aft tweendeck, in order to reduce the weight on the ship in that area.

When unable to work on the COOPER due to delays in getting materials, tides or weather, we did some additional collecting of data on the more important hulks lying in the harbor. I was able to make measurements for a complete structural deck plan of the British bark JHELM, and for the lower deck of the Canadian bark ACTAEON, as well as measurements of some features of the COOPER missed in 1978. I made some inquiries about possible sources of old photographs in Stanley, hoping to find earlier views of the CHARLES COOPER, and met with unexpected success involving another South Street Seaport Museum vessel, the WAVER-TREE. Peter Gilding, schoolmaster at the Stanley Senior School, had set up a photography club, partly using equipment left by Peter Throckmorton after our 1978 expedition. One of his students, parking his bicycle in someone else's garage, had discovered a pile of glass plates probably once earmarked for use in a greenhouse. They proved to be negatives of sailing ships in the harbor around 1910. Four showed the WAVER-TREE when she arrived dismasted in December of that year. Three of these were the original negatives of views we had already seen poorly reproduced and cropped. The fourth was a view of the ship we had never seen before. The razor-sharp quality of these old negatives makes possible enlargements of almost any size, for study or display use. Other views in the collection include several of the American bark NUUANU, which spent a long period in Port Stanley after being largely dismasted. Memoirs of Capt. Jocelyn, her Master, were later published in England under the title Downeaster Captain.

Shortly before leaving Port Stanley, we also spent an evening with Madge Biggs, who can remember going aboard sailing ships as a child, seventy years ago, and who also has a large collection of photos and negatives of these vessels, some of them going back to the 1860's. I flew out of the Falklands on January 28th, returning to New York by way of Buenos Aires. George Matteson left the Islands on the next plane, three days later.

MAJOR SAILING SHIP REMAINS IN THE HARBOR OF PORT STANLEY

(LOG CHIPS readers who have copies of Condemned at Stanley by John Smith will note some corrections to the information given there on the CAPRICORN, CHARLES COOPER, MARGARET, and EGERIA.)

ACTAEON

HISTORY: Bark, 651 tons, built at Miramichi, New Brunswick in 1838. Put into Port Stanley for repairs 27 January 1853, after attempt to round Cape Horn enroute Liverpool to San Francisco with coal. Condemned and hulked. Later sunk at end of jetty. CHARLES COOPER now lies along offshore side.

DESCRIPTION: Wooden hull cut down to just above tweendeck. A fragment of the starboard side just forward of amidships extends about five feet higher. The stern is largely gone, except for the sternpost and some stern timbering. Most tweendeck beams survive to point just abaft mainmast. Timber lodging knees

between each pair of tweendeck beams. Iron staple knees rest on the beams, but are broken off a short distance above the tweendeck waterways. Iron knees beneath the beams angle toward stern in after part of vessel, toward bow in forward part. Beams are $12\frac{1}{4}$ in. in depth, and vary from 12 to 16 in. in width. Space between pairs of beams varies from 58 to 82 in. Surviving tweendeck planks near bow, in very rotten condition, measure 3 in. by 9 in. The largest (16 in.) tweendeck beam appears to be in two pieces, forming a 29ft. scarf from ceiling to ceiling. There is a similar scarfed beam in the tweendeck of the Nova Scotia-built MARGARET. Other surviving features of this deck include; evidence of foremast partners, remains of pawl bitt and carrick posts for windlass,*evidence of hatch abaft foremast, and evidence of mainmast partners and pumps. An eight-sided timber standing in the water where the after tweendeck is missing, is apparently what remains of the mizzenmast. The centerline pillars in the lower hold are rounded timbers $7\frac{1}{2}$ in. in diameter. At least one is 10 in. in diameter. The frames, at the tweendeck level, measure $7\frac{1}{4}$ in. by 10 to 11 in. and are single, with spaces varying from 3 in. to $4\frac{1}{2}$ in. between. There is $\frac{3}{4}$ in. wooden sheathing over the hull planking up to the apparent load waterline, where it is rabbetted into the planking for a flush surface. There is a timber port in the port bow next to the stem, a short distance below the tweendeck.

*Carried down to the tweendeck for additional strength.

CAPRICORN

HISTORY: Bark, 390 tons, built at Bideford, England by Cox in 1859. Employed in Swansea copper ore trade. Put into Port Stanley in 1882 damaged by storms off Cape Horn and fire in coal cargo. Condemned and sold for use as storage hulk and lighter. Sunk at present location to support pier in 1942. Pier was dismantled in 1946, and hull was largely cut down for use making fenceposts.

DESCRIPTION: Lower hull lies in shallow water, mostly exposed at low tide. Few frames extend above the turn of the bilge. Stem and sternpost survive somewhat higher. Iron hanging knees for tweendeck survive in a few locations, as well as one or two centerline pillars, also iron, round in section. More iron knees lie abandoned at the edge of the beach. An iron capstan also lay there until around 1979, when it was moved to the Port Stanley Museum.

CHARLES COOPER

HISTORY: Full-rigged ship, 977 tons, 166 ft., built at Black Rock (nr. Bridgeport), Connecticut by William Hall in 1856. Operated between New York and Antwerp as packet ship by Layton & Hurlbut. Later traded between Boston and Calcutta. Bound from Philadelphia to San Francisco with a cargo of coal, she put into Port Stanley 25 September 1866 for repairs. Condemned and sold for use as storage hulk. Sunk at present location as warehouse at end of jetty, around 1870.

DESCRIPTION: Virtually intact hull lacking majority of bulwarks. 17 ft. wide openings cut in both sides from tweendeck up, just forward of amidships. Maindeck has been sheltered by succession of sheds. Present shed, corrugated metal over wooden framework, is about fifteen years old. Maindeck beams and planking survive over most of area forward of 17 ft. gap. Maindeck beams and carlings survive over most of area aft of gap. The tweendeck is largely complete, including what appears to be the original planking. Surviving on both decks is evidence of the location of the three masts, and three hatches. The foremast partners is particularly complete at the maindeck level, including sockets for fiferail stan-

chions and padeyes in the deck. The forward hatch coamings survive on both decks, along with what may be an original hatch board. Other surviving features of the maindeck include; the timber anchor windlass with most of its iron fittings (an iron crosshead assembly and two removeable iron arms were found in the lower hold), remains of a cable compressor on the port side, the stump of the bowsprit, a cathead with most of its fittings, the port half of the fore chesstrees with fittings, bulkhead mortices and outlet pipes for heads on either bow, an 8 ft. cavil on the starboard forward bulwark stanchions fitted with two sheaves and an iron-lined mooring chock, evidence of a similar cavil on the port side and two more aft, 22 in. and 58 in. wooden cleats on bulwark stanchions forward and aft, lead-lined scupper pipes with 3 in. by 4 in. openings, iron padeyes on bulwark stanchions with and without iron hooks, 3 in. diameter holes with wooden plugs bored vertically through the covering board between each pair of bulwark stanchions with evidence that square metal patches were once nailed over them, a pattern of iron padeyes in the original deck planking abaft the foremast suggesting a removeable deckhouse, missing covering board and stanchions on both sides aft suggesting a poop structure of some type, timber mooring bitts on each quarter, and stern bulwarks apparently complete except for the cap rail.

The two decks are very uniformly constructed of alternating major and intermediate beams. In the main deck the major beams measure $13\frac{1}{2}$ in. wide by 10 in. deep, and the intermediate beams 12 in. wide by 5 in. deep. In the lower deck the major beams measure 14 in. by 14 in., and the intermediate beams 9 in. by $5\frac{1}{2}$ in. All major beams are supported by 9 in. thick timber hanging knees. The majority of these knees supporting the maindeck measure 38 in. on the beam by 5 ft. on the ceiling. In the lower hold they measure 4 ft. on the beam and 8 ft. on the ceiling. The intermediate beams on both decks have their ends morticed into overlapping timber lodging knees which span the gaps between each pair of major beams. The three mast partners, and the opening for the rudder post, are strengthened by similar lodging knees. In the maindeck forward, the intermediate beams extend the full width. Elsewhere, they are interrupted by carlings of similar dimensions at their $1/3$ and $2/3$ points (approximately). The intermediate beam segments are morticed into the carlings, and the carlings are morticed into the major beams. There is an iron padeye in the face of each maindeck beam, facing toward the bow, approximately 5 ft. 8 in. inboard from either side. The gaps between the beams, both major and intermediate, measure approximately 30 in. The total clearance between the two decks, planking to planking, is 8 ft. The major maindeck beams are supported by handsome turned wooden posts along the centerline, 9 in. in diameter. These posts have $1\frac{1}{4}$ in. diameter iron rods running down their centers, and iron collars at top and bottom. The lower deck beams are supported by square pillars measuring 10 in. by 10 in., which have iron straps forward and aft attaching their upper ends to the 14 in. by 14 in. beams.

The surviving deck planking measures $3\frac{1}{4}$ in. by $5\frac{1}{2}$ in. All exposed interior surfaces have a smooth finish. In the tweendeck area, they have been whitewashed numerous times, except inside the coaming of the forward hatch which was once painted light blue. All exposed edges of beams, carlings and knees are very evenly beaded. The lower ends of the maindeck hanging knees rest on a 3 in. spirketting ledge. Above this point the ceiling planking measures $5\frac{1}{2}$ in. by 13 in. The seams between the ceiling planks have $\frac{1}{4}$ in. wooden wedges driven into them. At the tweendeck level, the frames are ventilated by $3\frac{1}{2}$ in. holes bored through the second strake of ceiling below the lodging knees. In the lower hold, they are ventilated by a gap between the lodging knees and the lower deck planking.

The bulwark stanchions measure 6 in. wide by 7 in. longitudinally, and have a total height of 30 in. above the covering board. Their upper 2 in. consists of a roughly 4 in. by 4 in. tenon for fitting the missing caprail. The distance between stanchions averages $22\frac{1}{2}$ in. in the forward part of the ship, and $52\frac{1}{2}$ in. in the waist. The covering board measures 6 in. in depth by $13\frac{1}{2}$ in. in width, and has its inboard surface cut in a decorative molding. The distance from the underside of the covering board to the upper surface of the maindeck beams is 13 in. Inboard of the frames, this area is filled by a triangular-section waterway measuring $14\frac{1}{2}$ in. on the deck beams.

The frames measure 7 in. by $8\frac{1}{2}$ to $10\frac{1}{2}$ in. The space between frames varies from $4\frac{1}{2}$ in. to $7\frac{1}{2}$ in. The frames are single, but are linked together to form pairs by iron drifts, which are replaced by treenails in the upper topsides. The spaces between frames are blocked just above the ventilating holes in the tweendeck ceiling, by shelves consisting of $\frac{3}{4}$ in. planks morticed into the frames. The first eight strakes of hull planking below the covering board are 3 in. by 5 in. Below this point they measure $4\frac{1}{2}$ in. by $6\frac{1}{2}$ in. Each plank end is fastened by two ship spikes $\frac{3}{5}$ in. square with $\frac{3}{4}$ in. heads, $7\frac{1}{2}$ in. long. One frame back of the end, they are fastened by $\frac{3}{4}$ in. drifts $8\frac{1}{2}$ in. long. On all other frames the planking is fastened by $\frac{1}{2}$ in. diameter treenails, wedged at both ends, two per frame centered upper right and lower left. Metal fastenings are iron above the load waterline and bronze below. There is ample evidence of past copper sheathing up to the load waterline, but no evidence of wood sheathing. Remains of iron chain plates survive for all three masts, along with the iron fastenings for channels, protruding $11\frac{1}{2}$ in. outboard of the planking. The lead scupper pipes for the maindeck exit through lead plates $5\frac{1}{2}$ in. high by 9 in. wide. There are timber ports in the lower hold, on either side of the stem, measuring 24 in. high by 31 in. wide. They are roughly hewn through the ceiling and frames, suggesting later additions to the vessel as no other workmanship this crude exists. The lids are still in place, held in by $6\frac{1}{2}$ in. square timber strongbacks, which are attached to them by pairs of iron bolts hooked into pad-eyes on the inside of the lids and threaded on their inboard ends to take nuts over several washers. The outer surfaces of the lids are scored to represent the run of the adjacent hull planking. There are no stealers in the planking at the stern. Instead, the planks widen out, in some cases to several times their original width, before reaching the sternpost. The rudder is gone, but some evidence of the location of gudgeons survives above the waterline.

The iron hawsepipe survives on the port side, surrounded by carved decorative flourishes which have weathered very little. The transom was originally spanned by a decorative carving, curving downward at either side, the majority of which survived in place until 1978 when it was moved to the Port Stanley Museum. The design consisted of three heraldic shields surrounded by carved draperies, tassels and flourishes. The right hand shield was the stars and stripes, the center shield a St. Andrew's cross with fleur de Lys in the angles, and the left hand shield a complex coat of arms, quartered, with the upper left and lower right re-quartered, with a lion rampant behind. Beneath the arch formed by this carving there were originally two square windows, one on either side of the stern post. Later in the ship's career, these were boarded over, and replaced by portholes located just outboard. The planking of the transom is 4 in. thick and of various widths. It is covered by a sheathing 1 in. thick, over which the carving was attached with heavy iron spikes.

(to be continued)